



# SOUTH HUNTINGTON AVENUE BETTER BIKE LANE: CHANGES TO ON-STREET PARKING

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We are making changes to South Huntington Avenue between Centre Street and Heath Street. These changes will make it safer and easier for you to walk and bike on South Huntington. These changes will include:

- Parking-protected bike lanes
- Shorter and more visible pedestrian crossings
- Upgrade inaccessible curb ramps (already complete)
- Minor changes to on-street parking to increase visibility at some driveways and intersections

This document summarizes changes to on-street parking as part of the project.

## **Existing parking and curbside use**

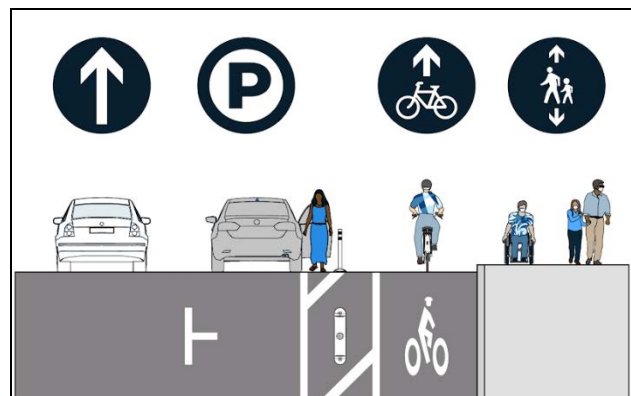
On-street parking is provided along both sides of South Huntington Avenue. It is generally continuous within the project area except at driveways, fire hydrants, and bus stops. All on-street parking along the corridor is subject to street cleaning and snow emergency parking restrictions. Most of the parking is otherwise unregulated meaning there are no meters nor restrictions on length of stay. An exception is the east side of South Huntington Avenue between Perkins Street and Halifax Street which is regulated as 2-hour limited parking between 8 am and 6 pm Monday - Friday.

In addition to on-street parking, the businesses, large apartment buildings, and institutional uses in the project area largely have off-street parking lots. Many smaller multi-unit residential buildings have driveways.

## **Changes to on-street parking**

The [South Huntington Avenue Better Bike Lane project will include parking-protected bike lanes](#). The parking lane will be located away from the curb and a bike lane will run between

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the curb and parking lane. [You can learn more about parking-protected bike lanes.](#)

**What is not changing:**

- All parking regulations will stay as they are.
- Street cleaning and snow emergency restrictions will still apply.

**What is changing:**

- Minor changes to the number of parking spaces will be made to increase visibility at some driveways and intersections. 85% of on-street parking spaces will remain.
- We will adjust the locations of parking regulation signs to reflect the start and end of parking zones and bus stops.

Table 1 summarizes the changes to on-street parking spaces by segment of South Huntington Avenue. For the purposes of this table, one parking space is 20’ long. We calculate the number of spaces by dividing the length of parking zones by 20, then round down to the nearest whole number.

Table 1: On-street parking spaces by segment

Segment	Existing	Planned	Change
Centre Street to Perkins Street			
West side	19	20	+1
East side	10	10	0
Perkins Street to Bynner Street			
West side	14	12	-2
East side	24	21	-3
Bynner Street to MBTA Heath Street Station			
West side	52	39	-13
East side	42	36	-6

Between Bynner Street and Heath Street, there is a significant amount of off-street parking available for various institutional and residential uses. Figure 1 shows the approximate surface area of off-street parking and loading in the area. It includes surface parking, multi-level parking decks, below-grade garages, driveways, and loading bays. The parking may be available for short- and longer-term use and may or may not be fee-based.

Figure 1: Approximate surface area of off-street parking and loading near South Huntington Avenue between Bynner Street and Heath Street.

